

Snatched From Ocean Grave, Survivors Tell Harrowing Experiences

DEATH JUST NOW IS PLACED AT 41

(Continued From First Page.)

grand B. Curtis, United States Army, died on the steamer Nantuxet after their rescue. Lieutenant Curtis was taken from the water unconscious and badly injured, the only mark of identification found on the body being the name "Curtis" upon a handkerchief taken by the coroner from the pocket of the army officer's pajamas.

Revives to Find Wife Dead. Mrs. Harrington, George Perkins, by her heroic husband, who was swimming with his wife's hair in his teeth when picked up by a boat from the Nantuxet, Harrington himself overcame the waves and lifted aboard of the Nantuxet, revived to find his wife dead. With a blanket about him he remained by her body until it was, in his presence, borne from the Nantuxet. Mr. Harrington tomorrow will accompany his wife's body to the home of her parents, Mr. and Mrs. J. Kelly, 55 Stevens Street, Norwalk, Conn.

There were notable deeds of heroism by Assistant Engineer Oscar Perkins and First Wireless Operator Ferdinand J. Kuehn, Perkins, when the crush of water put out the main dynamo and left the Nantuxet in darkness, rushed below and below to find an emergency dynamo. He is among the rescued.

Wireless Operator Kuehn gave the first S. O. S. call and after adjusting a life preserver, which would doubtless have saved his own life, removed this from his body and put it on a child. Kuehn was lost. His assistant, R. L. Ketheridge, was saved and walked into the arms of his wife, who stood to greet him as the Nantuxet docked with the rescued this afternoon.

C. W. Poole, en route from Gray, Va., with his wife and two-and-one-half-year-old boy, to visit in Massachusetts and Canada, had his wife and child washed from his arms over the rail of the sinking Nantuxet. Poole, completely crushed, to-night told the story of his loss and how and where he will return to his Virginia home to-morrow.

Ed Gorman, of New York, told of harrowing scenes of women screaming for help in the cabin of the Nantuxet. Walking up on the side of the careened sinking ship, Gorman met a girl whom he begged to jump with him into the sea. The girl refused and perished.

Generally, all who were picked up by a passing lifeboat or taken to shore, were saved. The Nantuxet, however, was not so lucky. The Nantuxet, however, was not so lucky. The Nantuxet, however, was not so lucky.

Miss Sally McCombs, a member of the Macaria Theatrical Company, was in a lifeboat with a West Indian negro, who lost his head and was crushed. Miss McCombs said she had been beaten almost into insensibility before he would free the woman.

Cuts Throat, Falls Into Sea. C. I. Davis, told how a frenzied negro standing upon the sinking Nantuxet asked another negro for a pocket knife, with which he proceeded to cut his own throat. He fell into the sea.

Though some of the negroes lost their heads, in the end there has been notable commendation of their conduct generally, and there are none who have anything but praise for the general demeanor of the negroes aboard the Nantuxet in the great excitement following the collision.

P. Lyons, the former Richmond theatrical manager, said: "The Nantuxet's crew behaved splendidly. There were not very many women on the ship, but they were allowed to get into the boat first. There was no effort on the part of the men to crowd. While we were in the lifeboat, we picked up a man and a woman. He was holding her by the hair in his teeth, and was almost exhausted when we were picked up."

There were many people who must have been caught in their staterooms. The collision occurred so suddenly and the boat sank so quickly, it's a wonder that many more were not drowned. The sinking of the steamer made it impossible to lower the lifeboats on one side of the ship, and that added to the difficulty in saving lives.

"This Nantuxet stood by us, and those of us who could, climbed the ladder to get on board. Those who were not able to follow us were lifted aboard the Nantuxet by the aid of ropes, which were placed under their arms."

Mrs. T. Woods, of Norfolk, was hurrying to New York to be with her husband, whose death occurred there simultaneously with the sinking of the Nantuxet this morning. Mrs. Woods, with a wounded head, was borne from the steamer Nantuxet to-day, ignorant of her husband's death. She was almost overcome from exhaustion. Mrs. Woods, in being rescued, was pulled by a rope through one of the Nantuxet's portholes.

W. Albert Snyder, of East Orange, N. J., in business at 130 Front Street, New York, was among those of the rescued who had to be sent to the hospital. Snyder, who was sixty-four years of age, was suffering from a heart ailment.

W. C. Clausen, of 519 Sixty-fourth Avenue, Milwaukee, came from the Nantuxet as did many others with his pajamas and a blanket as his only garments. He had a cut foot, but is getting along. Clausen was among those first reported lost. He was anxious that it be made known he still is alive.

Ralph Flanagan, 82 Hull Street, Brooklyn, went to hospital temporarily; he is not hurt.

One of the most thrilling stories told by survivors was that by Miss Sally McCombs, whom a crazed negro, caught by the hair in a lifeboat. She was of the members of the Macaria Theatrical Company who survive. Miss McCombs owes her life to the bravery of Charlie Sutton, a native of Hertford, N. C., and a member of the Nantuxet, who leaped overboard from the foundering ship and kept her afloat in the icy waters until they reached one of the Nantuxet's lifeboats. Miss McCombs, lying on her back at a hotel, told her rescue. She

SCENE OF OCEAN DISASTER



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Thousands Greet Vessel. Thousands of people crowded the river front to watch the Nantuxet's arrival at Norfolk this afternoon, nearly twelve hours after the disaster. The Nantuxet's decks were crowded with survivors wrapped in blankets. Doctors had been sent below on tugs to meet her, and there were aboard United States steamship inspectors, as well as lawyers, representing both steamship companies. These had gone on tugs and boarded the Nantuxet as she came into Hampton Roads.

The corner of Norfolk in the death of Mrs. Harrington and Lieutenant Curtis, the local United States steamboat inspectors will proceed with an early inquiry as to the disaster generally. The date for this more important inquiry has not yet been determined, and may be determined upon until United States Supervising Inspector of Steam Vessels John W. Oast, of the third district, returns from Washington, where he is now in attendance upon an annual meeting of the supervising inspectors. Assistant General Manager E. E. Palen, of the Old Dominion Steamship Company, to-night gave the Associated Press the following statement:

"The Nantuxet left Norfolk at 7:40 and ran into a light fog when outside of the Cape, and was proceeding cautiously on her route to New York, blowing a fog whistle every minute by an automatic time clock. She passed two vessels, stopping in each case when she heard their signals."

"When about halfway between Cape Charles Lightship and the Winter Quarter Lightship, she heard the fog whistle of the Nantuxet off her starboard bow. She stopped and blew two whistles, which were responded to by the Nantuxet. She again blew two whistles, which were not responded to, and immediately thereafter the crash came."

"The Nantuxet was not visible except immediately before the collision, the fog being heavy near the water, but light above."

It Sinking Inevitable. "The Nantuxet was struck on the starboard side, about one-third the distance from her bow, the Nantuxet penetrating the Nantuxet something like one-third of her width, making the sinking of the Nantuxet inevitable."

"Captain Johnson, who had been in the pilot house for several hours, immediately gave notice to the steward to awaken all the passengers, though the passengers were at that time rushing out of their staterooms. They were told to come at once to the boat deck. The dynamo, which was then running, gave out in a few minutes, and the vessel was encompassed in darkness, until Engineer Oscar Perkins rushed below and started the second dynamo, which ran for two or three minutes. The Nantuxet immediately listed to the starboard, and in the course